

Providing premium car emission products to the American market



Catalytic Converter & DPF Specialists

Sprinter 2010-2018 DPF (WL-1003US) Installation Notes

As part of our design to ease installation we intentionally integrated the 6 inch flange that connects directly to the back of the turbo. The OEM factory DPF has this as two pieces connected by a clamp. For installation of the W&L part, the factory 6" piece must be removed.

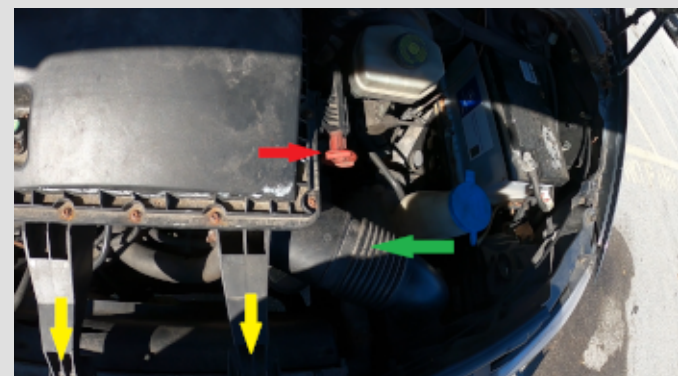
Steps to remove the flange elbow from the turbo:

1. On the airbox, remove the ambient air pressure sensor and the MAF sensor (red arrows). Also, loosen the hose clamp on the outlet of the the airbox (yellow arrow).



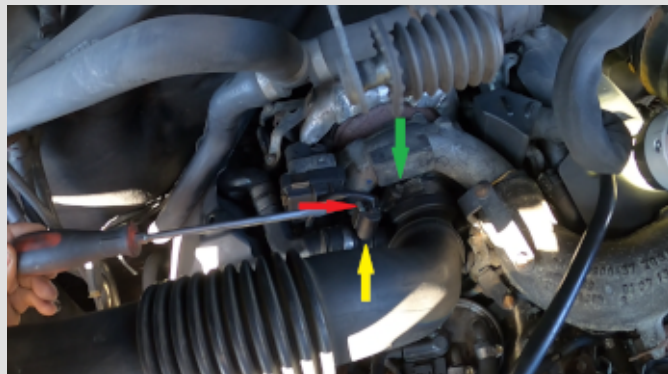
2. Remove/detach the newly disconnected air intake tube.

3. Disconnect the positive battery terminal by pushing the bottom tab toward the intake box and sliding up (red arrow). Pop out the two airbox supports (yellow arrows) and remove the air inlet tube (green arrow).



4. Remove air intake box.

4a (Optional) Disconnecting the air intake hose from the turbo will provide more room in subsequent steps. To disconnect the air intake hose, loosen the hose clamp (8mm, green arrow) connecting the air intake hose to the turbo. Next, free the grey locking tab (red arrow) on the sensor (yellow arrow) by pushing it up with a flat head screw driver. Now squeeze on both ends of the sensor and pull it out. The air intake hose can now be pushed over to the side for more room.



5. Remove the turbo heat shield, held on by four E10 (inverse torx) bolts. Three of the bolts are visible. The fourth is hidden down below the far, driver side of the turbo heat shield. An approximately 8" socket extension is recommended.



6. To remove the DPF flange from the turbo, remove the three E12 (inverse torx) bolts on the back of the turbo (red arrows). Space is tight, so a 3" socket, 3/8" extension and a swivel head ratchet are recommended. The flange is also connected to the DPF by a clamp, which is tightened by a single E12 bolt (yellow arrow). Remove the bolt, flex open the clamp and either slide it down the pipe or remove it all together. Note that once the flange is removed from the turbo, the gasket will also fall off. It is recommended to replace this gasket before installing the new DPF.

